WHIRS OF WHEELMEN

Interesting Budget of News and Gossip Relating to the Cycling Craze.

PRESENT LAW AS TO CYCLING

In Pennsylvania, Under the Act of 1889, the Bicycle Is Given the Same Rights and Made Subject to the Same Restrictions as Apply to Vehicles Drawn by Horses - What Constitutes Negligence Under This Statue-Other Intelligence of Interest to Riders of the Silent Steed.

For the Faturday Tribune.

The bicycle, by the act of April 23, 1889, was given the same rights in Pennsylvania and was made subject to the same restrictions which apply to vehicles drawn by horses. This law has not been in operation long enough for the supreme court of the state to define the many cases of negligence which may arise under it, but the foreign courts have rendered quite a number of bieyele decisions so directly in the line of common sense that it may be presumed that the local courts would not depart far from them if similar facts and circumstances were pre-sented. Some of these are reviewed at length in a recent issue of the Philadelphia Intelligencer, which thinks the English cycling decisions sensibly hold that the rider must be held to greater care than that which the driver of a vehicle must use, because of the more perilous quality of his vehicle. It is more dangerous, more noiseless and uncertain. These features, coupled with the fact that the bicycle can be driven at a greater speed and can turn more quickly than any other vehicle, impose special responsibility on the rider. Therefore, what might be construed to be reasonable care in the driver of a cab might be negligence on the part of a bicyclist. English judges have also decided that cyclists should observe the law of the road turning to the right in the country, save where its observance would cause more danger. This law, it is held abroad, is a recognized custom only, not a law, and that a cyclist may be guilty of contrib-utory negligence when he collides with a vehicle which is on the wrong side of the road. It would, thinks the Phila-delphia Ledger, "be a misfortune for the lovers of the wheel if young, irresponsible or careless riders should lead to the enactment of regulations which would curtail the cycler's pleasure.
This can be avoided by simple precautions, greater or less, as conditions vary. It requires good judgment to run a bicycle."

you strike the animal while on a curve you will partly glance off and a fall is nearly certain to result. Just as you strike ralse the front wheel slightly, and almost instantaneously ease the back wheel by throwing your weight

According to cable advices one of the most noteworthy cycling performances of the season is that of F. W. Borland, the famous English racer, in the 24-hour Cuca cup race. This race, which took place at Herne Hill on Aug. 13, was not alone remarkable for the fact that a new record was created, but also from an attendance point of view. Over 50,000 persons witnessed the race, and it is said that fully 8,000 persons waited throughout the night to witness the progress of the contestwon handily. He was the previous holder of the cup, and, as a conse-quence, was looked upon to maintain a leading position in the race. At the end of the first hour he had covered 24 miles, 460 yards, and was in the lead, This programme continued until the end of the race. At the thirteenth hour Shorland lowered the French record of 267 miles, 247 yards, held by Huret. The French record was 457 miles for 24 hours. Shorland surpassed this by three miles.

The recent success of the American team of professionals, including Zimmerman, Wheeler and Banker, in Europe, has naturally aroused the envy of the leading Class B men, and many of them have a desire to go abroad and race as professionals. John S. Johnson is the most anxious of the Class B element to go over, as he has always entertained an idea that he could defeat Zimmerman. It is said that Johnson has had repeated conferences upon the subject of going abroad, but that since his recent determination to seek foreign shores was taken he has made very satisfactory arrangements with his old employers, and will, as a result, confine s racing to this country this season. It is reported that Zimmerman has won about \$12,000 since his arrival in France.

When bieycles were something of a novelty, the Sultan of Morocco, whose death was recently announced, used them as a means of punishing his wives. A number of bicycles were presented to him by an officer of the French government, and these became instruments of torture for the offending women of his harem. The women were placed on the machines and bidden to ride around a certain track in the palace gardens. Naturally they fell repeatedly to the ground, a pro-ceeding which highly pleased the sultan, who used to superintend this peculiar form of punishment. When the ladies had fallen off the machines a dozen times or so, and the sultan had laughed until his sides ached, the offenders were allowed to return to the fifty-five pound ones were three years

Bicycle riders must now pay onehalf cent per mile for traveling over the Allentown and Coopersburg turnpike. The pike toll gate keepers sell regular tickets to the cyclers. The rule, the riders say, is an imposition on bicycle riders, as the wheels cause no wear and tear to the road, and the pike, as a rule, is in such a poor condition that it is rough on wheels. One suit has already been brought against the company for \$20 damages caused by having a tire torn while riding over the pike, and more are threatened.

T. H. Stanwood, who made the record-breaking bicycle trip from Chicago to New York in a fraction more than eight days is a slim, trim, wiry fellow, only 21 years old. "I have slept eight hours a day, taken two hours for meals and resting and ridden an average of fourteen nous a said the young man when interviewed at the journey's end. "I have had no he kings County Elevated railway, New York, will hereafter on Saturana and helidays run cars South Bend, Ind., and I had to walk six miles. I have come through from Chicago without puncturing a tire or even pumping air into it once. My machine is a Sterling racer with Palmer tires. It weighs 22½ pounds." Stanwood said he had never ridden a machine is a Sterling racer with Palmer tires. It weighs 22½ pounds."
Stanwood said he had never ridden a wheel until last season and he did not discover until this year that he had any special ability as a long-distance rider. Recently he made 100 miles in seven seeds a sterling racer with which the most handsomely garbed wheel until last season and he did not discover until this year that he had any special ability as a long-distance rider. Recently he made 100 miles in seven seeds a sterling racer with which the most handsomely garbed on the part of the individual operators, and it would reduce the tonnage of the watch. Her costume was a white silk waist, divided skirt reaching just below the knees, black stockings and by free selling on the part of the Lehigh Valley. The Stockholder adds that the situation has been aggravated by free selling on the part of the Lehigh Valley. The trunk lines are getting ready for a standard of the lattern trunk lines are getting ready for a standard trunk line



As the New Hotel Jermyn Will Appear When Completed.

hours, ten minutes, thus establishing the world's record for a century run.

Sometimes a collision with a dog is inevitable, and in such cases, says Cy-eling, it is best to grip the handles hard and straighten the machine. If you strike the animal while on a curve and almost instantaneously case the back wheel by throwing your weight forward. Unless the dog is a big one you will pass over it with a slight jar, while the dog will discover that it has an appointment to keep in the next

One doesn't need a microscope to ascertain the point to this humorous dialogue from an unidentified exchange: He was standing on the ou think I'm the sort of man to let a | money

see the injury they had done. week later adusty and demoralized man limped around the same corner and disappeared into the drug store, followed by the same crowd of loafers. "What's the matter." they asked, ympathetically. "Dropped out of a "Naw; run over on a dizzy bicycle." "Where's the other fellow?" Got off." "Then you didn't elinch? Not a clinch. Fellow never stopped see if there were any bones broken. Run right over me and skippedouch! Give me a pint of arnica and four mustard plasters. I'm all bunged up, and don't you forget it."

MINOR NOTES ABOUT WHEELMEN: There are 5,000 American wheelmen

In Washington, wheelmen must not ride faster than nine miles an hour. The frequent bursting of tires at race meets indicates that there is still room

for great improvement in that branch of the trade.-Philadelphia Record. In Springfield, Mass., the wheelmen are about to endow a free cyclist's bed in one of the hospitals for the use of visiting riders who may meet with an

accident. It is reported that Champion Arthur A. Zimmerman will practice law with his brother-in-law for a partner when he gives up racing and retires from

the track. Twenty-five pound wheels are ridden harder nowadays, says Cycle, than ago, and with as little or less injury to the wheels.

Chicago is suffering from a gang of bicycle thieves. It is said that the plan of operations of the gang includes New York, Cleveland, Cincinnati Detroit,

and other eyeling centers. We've had 'em in Scranton. To say that a man is too old to ride walking, and when a man gets too old

prohibit it the request was granted.

rider advises novices to get a good medium weight wheel, as it will afford

days, Sundays and holidays run cars specially equipped for cyclists who dislike riding through Brooklyn to reach

the outskirts of the city.

Mrs. E. Summer lately won a bicycle costume contest in Minneapolis in which the most handsomely garbed on the part of the individual operators,

During July and August the South ersey railroad, which has just passed into the hands of a receiver, earned \$15,000 net. In July it carried 18,000 passengers, and in August to the 18th it carried 14,000, indicating that its cassenger traffic for the month will reach 25,000. The road's officials esti-mate that the operating expenses and fixed charges for the year will reach about \$125,000, and that the property ought to earn at least \$150,000. The bandling of freight is the biggest part of the business now as the line pracstreet corner talking excitedly to a crowd that had gathered about a disheveled bicycle. "You hear me," he was shouting; "No man will ever ride reorganization will not be necessary. ants. Shorland led all the way and whole skin. No, sir! If I go down the bolder of the cup, and as a consequence of the cup and a consequence of th he doesn't get up, either, until I have his name and address." "And his photograph?" suggested one of the crowd. "Oh, you think you're smart," continued the sidewalk orator, "but if for their unsecured indebtedbleycle ride rough shod over me, you're mess, which amounts to \$35,000. Had mistaken, that's all. I may not be fatally injured in the collision, but I in disposing of the pledged bonds, a deal propose to divide the fun, you see. I to that effect having nearly been sucget the damages and he pays for the cessful a week ago, the receivership repairs. Why, I've known more peo- would have been averted. The South ple than you could shake a stick at Jersey Rallroad company operates 67 who were knocked down and run over miles of railroad, consisting of 39 miles by reckless bicyclers, who never stopped from the junction of the Reading rail-Rut road at Winslow junction, to Sea Isle Pil clinch, and don't you forget it." A | City, and 28 miles from Tuckshoe June tion to Cape May. The original road, the Philadelphia and Seashore, from Winslow to Sea Isle City, was built by E. R. Wood, and was bought in by the Penusylvania railroad at sheriff's sale. It was sold to the present management for \$200,000, after it had been idle a short time. In July, 1893, the company ran its first train into Sea Isle City, but the amount of business done was not

It is said an effort is being made to perfect a federation of all employes of the Erie railway system. The proposed federation includes engineers, firemen, conductors, brakemen an telegraph operators. The respectivrganizations will be maintained as at esent, and each have a voice in the election of the grand chiefs, who when elected will form the federation boar and will have power to order a strikor settle misunderstandings by arbitra tion. No one body of the organization will be compelled to strike out of sympathy, unless a majority vote of suc organization so decide. The schem Erie employes.

The Philadelphia Press' financial article declares that the anthracite coal trade is in a critical position, in that the producing companies are sending co much coal to market and the de mand is very light. There is no donet that some of the leading carrying companies have sold coal \$1 per ton below the official circular. The stock of coal at tide on Aug. 1 was 855 000 tons, or 109,000 tons more than was on hand on The invisible stock of coal is estimated at 2,000,000 tons, and it is being increased to the full extent of the espacity at nearly all stocking points. The situation is aggravated by the contention between the Lackawanis to state an absurdity, declares us and Lehigh Valley. It is well known Cycling. Wheeling is easier than that the Lackawanna has filled the whole western country up with coal to walk he is ready to die. And he is never ready to do that.

Secretary Bassett recently received Lehigh Valley coal, on which it has con an application from a League of Amer- tracted to pay individual operators 60 ican Weelmen member for permission to carry a revolver while riding. As the present unprofitable field in the there is nothing in the constitution to west. This makes the Lehigh Valley a more than usually energetic competi-The light-wheel fad is the latest tor in the eastern markets, and par-craze among cyclists, irrespective of experience or weight. An old-time coal. All the minor companies and most of the major ones are selling coal without much relation to the price it more comfort and less annoyance than brings. The hope of the trade seems to be further restrictions and they may be brought about by the Lehigh Valley's individual operators refusing to ship coal at the low prices. Their profits have already been cut down heavily by reason of the fight in the west. If they should retaliate by re-

fusing to send coal to market that ac-

which is determined to move its ton

The shipments of bituminous coal ver the Huntingdon and Broad Top over the Huntingdon and Broad Top railroad last week aggregated 59,498
tons, an increase over the same week last year of 12,542 tons. A few weeks ago the decresse for the year up to that time was 350,000 tons; it, is now only mining to the same was 350,000 tons; it, is now only mining to the same was 350,000 tons; it, is now only mining to the same was 350,000 tons; it, is now only mining to the same was 350,000 tons; it, is now only mining to the same was 350,000 tons; it, is now only mining to the same week aggregated 59,408

John Leisenring has been nominated for congress in the Luzerne county district. He is at present engaged in the business of mining to the same week aggregated 59,408

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A few weeks aggregated 50,408

A few weeks aggregated 50,408 ime was 350,000 tons; it is now only 198 321 tons. During the strike the company did not issue its weekly state ment of coal shipments, but five weeks ago this was resumed, since which time the weekly increases have been as follows: Week ended July 31, 37,853 tons; July 28, 10, 370 tons; Aug. 4, 37,013 tons; Aug. 11, 19,949 tons; Aug. 18, 12,542 tons. The total increase for the five weeks has been, therefore, 117,617 tons. or an average of 23,523 tons a week. In for the next nine weeks the company will have succeeded in entirely making up the tonnage lost prior to the resumption of work at the mines.

Addact son re-organization committee that ne will accept the receivership of the Atchison system. He is now in Paris and will be in New York Sept. 2, and immediately upon his arrival will qualify.

The New York Central is relaying the annual meeting will be held Sept. 26.

A project is on foot to construct an elecrailway to the top of Mount Snowden The headquarters of the Eric Dispatch will be removed from New York to Du-luth some time this fall.

C. C. Ross, chief engineer of the Delaware, Lackawaena and Western, was in Binghamton Wednesday. The Nickel Plate the other day took an xeursion from Chicago to Niagara Falls

consisting of 1,000 people. The directors of the North Pennsylvania dividend of 9 per cent., payable Aug. 25. The Hallstead league at Biughamtor

has now 122 members, having gained thirteen new members on Tuesday even-F. W. Lobstein, the Delaware, Lacka-wanna and Western detective of the Buffaco division, was in Binghamton Wednes

General Train Dispatcher George M Hallstead, of the Delaware, Lackawanna and Western, was in Einghamton on Tues-

The 2,500 miners at Louman, Pa., employed by the Arcade Coal company, have returned to work after being out four months.

Work has already been begun at London on the electric railway which is to run Plate is making its own rate to Niagara, from Waterloo station under the Thames but the other central traffic lines may fol-

Robert S. Lewis has been appointed trav-ling cassenger agent of the Lehigh Val-ey, with headquarters at Buffalo, vice W.

3. Murray, resigned. Fire, caused by lightning, destroyed Pardee & Co. a stables, with 1,000 bales of pay, at Cranberry colliery, yesterday af-ernoon. Loss, \$4,000.

There is no truth in the report that the Traders' dispatch and the Lackawanna lines are cutting east-bound rates, as there s not the least excuse for so doing,

The lodges of trainmen's brotherhoods on the Reading road have disbanded, as a result of the management of the railroad discharging employes who belonged to it. Six bituminous mines were put in operation at Johnstown, Pa., yesterday, an idleness of several months. F nundred men returned to work on a 49 cent

The jute mills owned by Joseph C. Todd. in Paterson, N. J., which have been closed for five years, will resume operafons next week and give employment to 300 persons, Colin Studds has been appointed passen

ger agent of the Southeastern district of the Pennsylvania railroad, with headquarters at Washington, D. C., vice R. A. Parke, resigned. The Pounsylvania people will build but

100 new engines at their Altoona and Juni-ata shops this year. For years past from 200 to 225 locomotives have been built annually at these shops. Railway officials say that the bill to legalize pooling is dead so far as the present congress is concerned, and that it means that matters will drift along as they now

are until the next session. For the first time in many years the Reading car shops at Reading one day this week, operated all night. Nearly 150 men have been hired since. The shops at Palo Alto are also hiring more men. In the last eighteen months 43,000 miles

of railroads of this country have been placed under the protection of the courts. This is an amount equal to 24 per cent, of the total length of roads in this country. The shipments of coal from Lambert's Point, Va., for the month of July were: Foreign, 12,145%; coastwise, 188,265; local, 7,962%. Total, 298,372. The total shipments since Jan. 1 amounted to 1, 106, 848 tion would mark a new era in the tons.

heavy west-bound business, there being good prospects of large shipments of dry goods which have been held in bonded warehouses awaiting the passage of the

mining town, The territory of E. B. Byington, general

western passenger agent of the Lehigh Valley, has been extended to cover the line to and including Geneva, N. Y., as well as the territory in New York state west of Geneva. The Mabel and Ella furnaces resumed yesterday at Sharon, Pa. The Sharon Iron works and also the Stewart furnaces have

resumed and several others contemplate starting. They will give employment to 1,500 or more men.

Silas Parfitt, sr., a Wiikes-Barre miner, claims the record of being the oldest working miner in the anthracite region. He worked 55 years in the mines and after that five years in the breaker, a total of 60 years of active and uninterrupted service. There are 49 Reading locomotives in the shops at Reading which are being put in first-class shape and fitted out with the most approved air brakes. The work of

equipping all the company's cars with au-tomatic couplers is going rapidly for-The Boston and Maine road is building the largest and most convenient coaling station near Boston in the country. Its storage capacity will be 45,000 tons. The coal is to be distributed along the tracks on which the engines stand by a cable road

system. The officials of the Lake Erie and Western road have determined to break up the practice of loud-mouthed loafers loitering about their depots and annoying the trav-eling public more or less. Hereafter mar-shals will be instructed to arrest such tres-

passers and have them prosecuted. Talking about free coal, the late James G. Biaine told the editor of this paper years ago that he was in favor of free oal. That was before he developed the reciprocity idea and while he was a coal owner in Ohio, Pennsylvania and West Virginia, either directly or indirectly.

The Central Traffic association makes the formal announcement that the Nickel Pate has declined to co-operate with the east-bound committee in maintaining Niagara Falls excursion rates. The Nickle Plate is making its own rate to Niagara,

The excursions have been the salvation of the railroads this season. The Erie is particularly well pleased with its Chantau-qua business.

Robert S. Lewis has been appointed traveling massenger agent of the Lehigh Value of the tunnel. The two will be located about three-fourths of a mile apart and thay will grant the apparent to the transfer of the Lehigh Value. they will guard the approach to the tun-nel from either direction, and thus avoid the danger and horrors of an underground

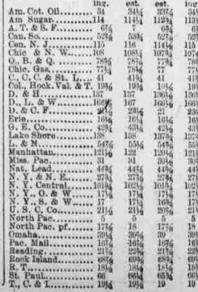
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FINANCIAL AND COMMERCIAL. Stocks and Bonds.

NEW YORK, Aug. 24.—Speculation at the Stock exchange is broadening. This is proven by the dealings in railway mortgages, which today aggregated a par value of \$2.500,000, the largest day's business in months. The market in the closing hour was strong under the leadership of Distillers. Total sales ware \$29.005 there. iers. Total sales were 222,995 shares.

The following complete table showing the day's fluctuations in active stocks is supplied and revised daily by LaBar & Fuller, stock brokers, 121 Wyoming avenue:



W. & L. E. pfd...... 45%

Chicago Grain and Provisions. SCRANTON, Aug. 21,-The following quotaions are supplied and corrected daily by La ar & Fuller, stock brokers, 121 Wyoming ave

5776 5776 ening..... 5134 5134 54 1434 SHORT RIES. ::::

Scranton Wholesale Market.

SCRANTON, Aug. 24. - FRUIT AND PRODUCE -Dried apples per pound, 5%a7c.; evaporated apples, ltalic per pound; Turkish prunes, 5a5%c.; English currants, 2a1%c.; layer raisins, \$1.75a1.80; muscatels, \$1.00a 1.40 per box; new Valencias, 6a7c. per

BEANS - Marrow-fats, \$3,40a3.50 per bushel; mediums, \$2.00a1,90. PEAS—Green, \$1,15a1,20 per bushel; split, \$2,50a2,60; lentels, 5 to 8c, per pound. POTATORS—New, 75 to 80c, per bushel. Onions-Bushel, 80c. Butter-17c. to 23c. per lb.

CHEER-8% allo: per 10.

CHEERE-8% allo: per 10.

EGGS-Fresh, 173; allo.

MEATS-Hams, 123; c.; small hams, 13c.; skiuned hams, 14c.; California hams, 9c.; shoulders, 8% c.; bellies, 9% c.; smoked breakfast bacon, 12c.

SMOKED BEEF-Outsides, 13% c.; sets, 15c.; insides and transless 161; a feet. 15c.; insides and knuckles, 16) c. Acme sticed smoked beef, 1 pound cans, \$2.45

dozen.

PORK-Mess at \$15; short cut, \$16.

LARD-Leaf in tieress at 9½c.; in tubs, 9½c.; in 10-pound pails, 10½c. per pound; 3-pound pails, 7¾c. per pound; 3-pound pails, 7¾c. per pound; 3-poundpails, 8c. per pound.

FLOUR-Minnesota patent, per barrel, \$4.004,20; Ohio and Indiana amber, at \$3.25; Graham at \$3.50; rye flour, at \$3.60.

FEED-Mixed, per cwt., at 81.25. GRAIN-Rye, the corn, 64 to 670; oats, 45 to 55c, per bushel. RYR STRAW-Per ton, \$13a16. HAY-\$14,50a16.

New York Product Market.

NEW YORK, Aug. 24.-FLOUR-Dull,

ic. on covering and better west, closin steady and unchanged; May most active; August, dic.; September, 50%c.; October, 58%c.; December, 50%c.; May, 50c. OATS—Fairly active, weaker; options dull, OATS—Fairly active, weaker; options dull, lower; August, 33%c.; September, 33%c.; October, 34%c.; No. 2 white October, 37%c.; spot prices, No. 2, 33%a33%c.; No. 2 white, 37c.; No. 2 Chicago, 33%a34c.; No. 3, 33%c.; No. 3 white, 36%c.; mixed western, 33%a34%c.; white do., 36a42c.; white state, 36a42c.

BERF—Steady, dull; family, \$10a12; extra mess, \$8a8 50.

tra mess, \$8a8.50. BEEF Hams—quiet, easy; \$29. Tiercen Bres-Quiet; steady, city extra India mess, \$15a17.

CUT MEATS—Quiet, firm; pickled bellies, 12 pounds, 8½c.; pickled shoulders, 6½c.; pickled hams, 11½a12c.; middles nom-LARD — Quiet, steady; western steam. closed at \$5.00a7}6; city at 7%c.; sales, 80 tierces; September closed \$8.05; refined, steady; continent, \$8.40; South America,

reamery, 15a15c.; eights, 2476c.; innitation creamery, 15a15c. Cherse-Firm. light supply; state large, 8a95c.; fancy, 95c.; do. small, 85a10c.; part skims, 85a05c.; full skims,

Eggs-Dull, weak; state and Pennsyl vanis, 18c.; ico house, 15a1614c.; west-ern fresh, 16a1734c.; do., per case \$2a 3.50.

Philadelphia Tallow Market. PHILADELPHIA, Aug. 24.—Tallow was firm with small supplies. Prices were: Prime city in hogsheads, 42,436c.; prime, country, in barrels, 4c.; do. dark in barrels, 42c.; cakes, 5c.; grease, 4c.



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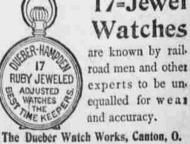
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